

TELEGRAPHIC.

WINNIPEG, Sept. 30, '97.
Hamilton's population has reached 50,000.
Yellow fever cases are increasing in New Orleans.

It is expected that the Grecian ministry will resign to-day.

A powerful Spanish squadron has been ordered to proceed to Cuba.

The Earl of Aberdeen is mentioned as successor to Lord Aberdeen.

There is an unconfirmed report of a destructive fire at Dawson City.

The bank of Montreal will establish a branch in Buffalo, New York.

British Guiana asks for a reciprocity treaty with the United States.

A plot to assassinate the Czar of Russia has been discovered at Warsaw.

A million dollars' worth of property was destroyed by fire at Washington.

The Spanish cabinet has resigned. Sagasta will likely form a ministry.

The Monarch mine of the Lake of the Woods was recently sold for \$25,000.

Neal Dow, the veteran prohibitionist, is dying at his home in Portland, Maine.

The United States Corvette Yantic is ordered for service on the Great Lakes.

Elevators are all full and there is a shortage of cars to move the new wheat crop.

Horrible atrocities were committed by the Cuban insurgents at Victoria Lunas.

Dietrich in Ireland threatens to be severe unless prompt relief measures are adopted.

It is stated positively that Mills will succeed Sir Oliver Mowat as minister of justice.

Great Britain objects to conferring with Russia and Japan on the Behring sea question.

Bench warrants were issued for the arrest of defaulting witnesses in the Tarte-Grenier cases.

It is rumored that the United States is endeavoring to purchase Greenland from Denmark.

The Skagway trail is in a frightful condition and miners are offering their outfits for a trifle.

John MacBeth, formerly of Winnipeg, and a member of the Manitoba legislature, died at Denver, Colorado.

Major Walsh and other members of the Yukon expedition went west on Tuesday.

Hon. Mr. Sifton accompanied the expedition.

TO-DAY'S TRAIN.

Four way cars.
One car sugar for McKenzie.
One car hardware for Ross Bros.
One colonist car.

LOCAL.

Trains left Calgary on time.

A number of Wetaskiwin citizens came up on Monday's train to take in the races.

John Brown and W. S. Robertson returned on Monday from a few days' outing at Cooking lake.

R. J. HUTCHINGS, of Hutchings & Riley, Calgary, made a business visit to Edmonton on Monday's train.

The annual talent meeting of the Presbyterian church has been postponed until further notice is given.

The annual meeting of the Edmonton Curling club to elect officers for the coming season will be held in J. S. McDonald's office to-morrow night, at 8 o'clock.

R. LOGAN, of Beaver lake, recently threshed 1,000 bushels of grain from a volunteer crop on 70 acres of land. Mr. Logan intended to summer fallow the land this season, but seeing the crop come on so well he concluded to let it grow, with the above result.

J. A. THOMPSON, of the Manitoba grain & elevator company, arrived on Monday's train for the purpose of looking up the opportunities for placing a wheat buyer at this point for the coming season. Mr. Thompson has driven around the district a great deal during his short visit and is much favorably impressed by the outlook on the farms.

OWLS are wanted by the police in Macleod district. Tenders to be at Macleod at noon on October 6th. Six thousand bushels are wanted at Macleod, 2400 bushels at Stand Off and 7,800 bushels at other points in the district. Tenders must be accompanied by a marked cheque for 10 per cent of the amount of the contract price, and addressed to S. B. Steele, commanding officer, Macleod.

OTTAWA despatch to Toronto Telegram: "It is stated that the department of public works have allowed concrete to be substituted for stone in the contract for the construction of the Edmonton bridge. Their experts say it means a saving of \$20,000 to the contractors. Other tenders are in that new tenders have not been invited in the face of this change."

A NUMBER of excursionists and delegates arrived on last train and the one preceding, namely: Messrs. Finlay Morrison, Thomas White and Charles White, from Parry Sound; N. Gray, Londonberry; N. S. and A. L. Young, Kingston; all of whom have decided to stay and take up land in this vicinity. About sixteen others dropped off at different points along the line and will arrive later.

A VERY pretty wedding took place last evening at the residence of Mr. H. C. Taylor, M. A. The contracting parties were Dr. E. M. Sharpe, of Lacombe, and Miss Alice Maude Taylor, sister of Mrs. H. C. Taylor. The ceremony was performed by Rev. J. Dyke, B. D. There were about twenty-five guests present, who vied with each other in the expressions of good wishes for the newly-wedded pair. A large number of useful and beautiful presents were given by friends. The happy couple will leave on Friday morning for their new home in Lacombe.

REV. NESTOR DMYTROW, of the Greek Catholic church, arrived on Thursday's train on a visit of inspection of the Ruthenian colony settled at Beaver creek or Edna. There are at present four colonies of Ruthenians, or as they are more commonly, though erroneously called, Galicians, settled in Canada. One in Lake Dauphin district, numbering 300 families; one at Yorkton with 200 families; one at Stuartburn, near Dominion City, numbering 250 families and one at Beaver creek composed of 200 families. Rev. Mr. Dmytrow has been through all the colonies except the one at Beaver creek and has found the people prosperous and contented. He expects to spend about two weeks at Beaver creek after which he will return to Winnipeg.

EDGAR ACTON has sold out his water business to J. Hilman and has started a delivery business.

A RAFT of tamarac piles has been brought down the river for use in the foundations of the piers of the bridge.

DR. KELLY's mining dredge is about to be pulled out for the winter a short distance above Walter's landing.

JACKSON & GRIERSON lost a cow recently from it having eaten, as supposed a poisonous weed. Another cow took very sick but recovered.

GEO. H. HAM, of the C. P. R. literature department, visited Edmonton on Monday's train. He was on his way west. He went out on Tuesday.

CONRAD SPRINGER, of Egg lake north of Morinville, claims to have threshed recently 500 bushels of wheat from nine acres. This is 55 bushels to the acre.

R. KENNETH, of Calgary, came up on last train on a business visit. Mr. Kenneth lately returned from a trip to the east and states that the Edmonton road to the Yukon is attracting increased attention as the impossibility of the coast routes is proven.

THE threshers are getting to work generally. August Shatz, of the Indian reserve, is at work for the season. This year he takes a crew of seven men with the machine as bagger, hand cutters and pitchers. The charge is 25c for oats and barley and 35c for wheat.

THE editor of the Rural World, St. Louis Mo., seeing a notice in the Bulletin of Rev. J. Dyke's recent sermon on the subject "Alibabas, reasons for thanksgiving," has requested the rev. gentleman to send a copy of the sermon for publication in that paper.

J. KLUTHKE who lives a few miles north of St. Albert and whose crop was apparently completely destroyed by hail early in the season has cut from the same ground a very heavy crop it having recovered fully: the only draw back was that it was very heavy, and rather late.

THOS. HENDERSON, of Rabbit hill, had 31 hives of bees last spring. From these 31 hives and the swarms which have been produced by them he has taken 4,700 pounds of extracted honey this season, and has sold it at 20c a pound. This would be a very handsome profit on the annual operations of an ordinary farm.

THE Edmonton district teachers' association will hold a convention, consisting of four sessions, in the public school building, Edmonton, on Friday and Saturday, Oct. 1st and 2nd. Judging from the programme in preparation, a pleasant as well as profitable time may be spent by all teachers and other persons interested in the advance of education.

A LARGE number of agricultural delegates from different parts of eastern Canada, England and the States arrived on last train on a visit through the district. The party consisted of Wm. McKinnon, Chippewa Falls, Wis.; E. C. and C. W. Taylor, Washington; J. J. F. Pollard, Iowa; N. McLeod, Ripley, Ont.; Albert Ferris, New Brunswick; and W. and B. Appayard, of Yorks, Eng. Under the chaperonage of immigration agent Sutter the party drove out through the Sturgeon river, Agricola and Clover Bar settlements, where the prosperous condition of the settlers impressed them very favorably. They also took in the south side exhibition and were surprised at the size of the vegetables.

THE TOWN'S EXPLORERS.

DAVID CURRY, of the Church of England mission at Peace river crossing, arrived from Athabasca Landing on Monday. He left Slave lake on Wednesday, Sept. 15th, in the H. B. Co's boat which brought Mrs. Ewen MacDonald to the Landing. When driving from the Church of England mission at Slave lake, which is west of the H. B. fort, to Rocky point some distance east of the fort, from which the boat starts, he met a man driving a small band of horses to pasture. One of the horses was white, another roan and several others bay. The man did not mention his name, but said he had come from Edmonton on an exploring party sent out by the town. He was a medium sized man with black whiskers showing some grey. There is no question that he was J. R. Brenton, who accompanied P. D. Campbell as member of the business men's exploring expedition. Mr. Curry did not have much conversation with him, as he was hastening to catch the boat. The horses all looked well, and none had sore backs. Mr. Curry did not see Mr. Campbell. No doubt the party had just arrived and not knowing that the boat was starting just then missed the chance of sending in a letter. However it is satisfactory to know that they had passed the first and probably the worst stage of their long journey in fairly good time and still in good trim for travelling. They left Edmonton about noon on Tuesday, Aug. 31st, and reached Slave lake about noon on Wednesday, Sept. 15th, having been fifteen days in making 185 miles direct between point and point. This shows that they had had some difficulties to encounter between the Athabasca river and Slave lake, but also showed that the difficulties were not by any means insurmountable. The trail has been abandoned for many years, and no doubt was difficult to follow as they had no guide. Probably there would be a good deal of fallen timber to clear out of the trail, but their trip has shown that it is not by any means as difficult as it has been described. Possibly the improvement is due somewhat to the recent drier seasons.

Allowing the remainder of the 15th, at Slave lake the party should have been crossing Peace river on the 19th. If they left Peace river settlement on the 20th and took the route to the Forks of the Nelson by way of Battle and Hay rivers as suggested by Rev.

Father Hussion, and as they intended when leaving here, they should have been at Hay river on Tuesday last the 28th, and should be very near the Nelson now. The Forks of the Nelson is half way from Edmonton to Peace river so that if all has continued to go well with them they have now completed half of their outgoing trip, and have a good chance to do the remainder before winter closes in.

Mr. Curry left Peace river mission on Sept. 9th. At that time the crops in the settlement had been cut and some had been threshed. The crop was excellent throughout as the season had been most favorable. The wheat and potatoes were especially good. Mr. Curry drove from Peace river crossing to Slave lake with a team and wagon in two days. The road was dry, but very full of ruts, making it bad going. The distance is figured at 85 miles by the trail. There is prairie for 25 miles the greater part of the remainder of the distance is through green poplar woods of small size. Mr. Curry came down to meet the bishop of Athabasca, who is expected to arrive from Winnipeg to-night's train and to return to Peace river with him.

A. J. Bell and party were met on the Athabasca about 30 miles from the Landing on their second day out. They had an Indian pilot.

SOUTH EDMONTON FAIR.

THE fourth fall exhibition of South Edmonton agricultural society was held on Tuesday and Wednesday in the spacious grounds of the society south of the town. The grounds are twenty acres in extent surrounded by a high board fence. A good half mile race track has been laid out and improved, a grand stand built, and everything necessary done to put the show of the South Edmonton agricultural society on a permanent footing. A small agricultural hall has been built within the grounds for the display of agricultural and dairy products, fancy work, etc.

The attendance was very fair, but owing to the fact that the show was on for two days there was not such a large appearance as if it had been confined to one day. The very busy season also detracted considerably from the attendance and the number of exhibits. There was, however, a very good and well balanced display in all departments showing that the people are taking a living interest in the success of the annual fall fair, which is an index of the agricultural success of the district.

GENERAL NEWS.

THE output of the Hall smelter at Nelson, B. C., for the four weeks ending August 27th, or for 28 days, was as follows: Ore smelted, 5,766 tons, yielding 522 tons of matte, containing approximately 232 tons of copper; 157,360 ozs. of silver, and 215 ozs. of gold.

A Washington despatch of Sept. 20th says: Two representatives of the North American Trading & Transportation Company, Messrs. P. B. Wear and Michael Cudahy, of Chicago, arrived yesterday at the special request of Secretary of War Alger, who desired to confer with them in regard to the question of sending relief supplies to the gold seekers in the Klondike country, should the investigation now being made by Captain Ray, of the army, show that such measures are necessary.

Nor'-Wester: Mr. L. A. Hamilton, C. P. R. land commissioner, will shortly leave for the West for Golden from whence he will proceed to East Kootenay to look over the company's property and decide on the location of townsites. The trip from Golden will be made by steamer and he will be away at least a month. The other companies of which Mr. Hamilton has been nominated land commissioner are separate and distinct corporations from the C. P. R. company. They are the Crow's Nest pass, British Columbia Southern, and Columbia and Kootenay railways.

Winnipeg Commercial: There are a large number of horses on our western ranges which are not of a class that renders them readily saleable for agricultural or other purposes. The opening up of the northern gold country may create a demand for these horses. If the Edmonton route is used to any extent next season, these range horses should prove suitable for packing or riding, and they would no doubt be found very serviceable for this work. They would undoubtedly answer the purpose much better than eastern horses being more hardy and better suited to the climate.

A Duluth despatch of Sept. 17th, says of Greenway's Manitoba-Duluth railway project: "Mr. McNaught and his associates have agreed to build the road from Manitoba to Duluth and to the present freight rates in two. They agreed to carry grain for 7 cents per 100 and coal for \$1.25 per ton, with proportionately low rates on lumber and merchandise, if the government of Manitoba will guarantee the interest

on \$3,000,000 of bonds for twenty years. Premier Greenway says the acceptance of this offer will save the province over 1,000,000 annually.

NEW ADVERTISEMENTS.

LOST.
One dark grey horse, weight about 1300 pounds, branded J S on left shoulder; one dark grey mare with circle 2 brand on left shoulder. Any information leading to their recovery will be rewarded. 96-7. PHILIP MOHR, Fort Saskatchewan.

TEACHER WANTED.
For St. Leon School district, with first or second class certificate. Services to commence about 1st October. Apply, stating salary required, to PATRICIA KELLY, Edmonton.

ARTHUR COASKE,
(LATE OF CHICAGO)
Fashionable Tailor
AND FURRIER
Has permanently located in Edmonton and will serve the public as follows:

Suits to order (latest styles) \$15 and up
Overcoat " " " 15 " "
Coat and Vest, " " 12 " "
Pants, " " 3 " "

Perfect fit and workmanship guaranteed.
Ladies' coats and capes made in the latest styles, also Furs made up into Capes, Muffs, Cuffs, Caps, etc. Furs repaired and remodeled in satisfactory manner.
Special attention given to the Yukon trade.
Next door east of Telegraph Office.
Orders for the South Edmonton Tannery received.

LAND TITLES ACT 1894.
MORTGAGE SALE
OF VALUABLE
Farm Property
QUAIL vs. FOISEY.

Pursuant to the order of the Honorable Mr. Justice Rouleau made herein the 13th day of September, 1897, there will be offered for sale at public auction at the Robertson Hall, in the Town of Edmonton, on Friday, the 2nd day of October, 1897, at 2:30 p. m., by W. S. Robertson, auctioneer, the following property, namely:

The Northern quarter of Section 14, Township 55, Range 22, west of the Fourth Meridian, containing 160 acres.

The above property may be otherwise known as the farm of Alphonse Foisey, and is situated at a convenient distance from schools and markets.

TERMS: 25 per cent of purchase money down on date of sale, balance into court within fourteen days.

Further terms and conditions will be made known on date of sale, or on application to

BECK & EMERY,
Vendor's Advocates.
Or to W. S. ROBERTSON,
Auctioneer. 96-01

LAND TITLES ACT, 1894.
MORTGAGE SALE
OF VALUABLE
Town Property.
Dominion Building & Loan Association vs. Round.

Pursuant to the order made by the Honorable Mr. Justice Rouleau herein the 13th day of September, 1897, there will be offered for sale at public auction on Friday, the 2nd day of October, 1897, at the hour of two o'clock p. m., at the Robertson Hall, in the Town of Edmonton, by Walter Scott Robertson, auctioneer, the following lands, namely:

Lots numbered 87 to 93, both inclusive, in Block 6, Plan B, Hudson's Bay Company's Reserve, Edmonton.

The above property may be otherwise known as the residence of Mr. H. R. Round, and comprises a commodious and comfortable dwelling house. Lots 89 and 90 on which is situated the dwelling house and outbuildings, will be put up in one parcel, and the other lots will be put up separately.

TERMS: 25 per cent, of purchase money on date of sale, balance into court within fourteen days.

Further terms and conditions of sale will be made known on date of sale or on application to

BECK & EMERY,
Vendor's Advocates.
Or to W. S. ROBERTSON,
Auctioneer. 96-101

JUST RECEIVED...
a full line of
Scotch and Irish
Tweeds
AND FINE WORSTEDS
FOR PANTINGS.
Duffel Suits for the Klondike a specialty.
All work guaranteed.
Repairing done on short notice.
P. Wagner & Co.
TRY....
H. ASTLEY,
GROCER & TEA DEALER
For the Best Tea
For the Best Coffee
For the Best Butter
For the Best Sugar
For the Best Flour
For the Best Bran & Shorts
For the Best Graham Flour
For the Best Rolled Oats
For the Best Potatoes.
Flour at Reduced Prices.
H. ASTLEY,
Grocer and Tea Dealer, Edmonton

To the Yukon!

VIA PACK SADDLES

Which are to be had in unlimited quantity at the

EDMONTON SADDLERY

CO'S STORE.

Complete outfitters in the leather line.

Wholesale and retail dealers in Saddles, Whips, Slickers, Cartridge Belts, Pistol Holsters, Knife Sheaths, and everything that is found in a first-class Saddlery Shop.

W. H. MARTIN, Mgr.

YUKON!!

Folding Camp

Cook Stoves.

I have a complete stock of miner's and prospector's hardware in the way of picks, shovels, washing pans, carpenter tools, guns, rifles, ammunition, camp cooking utensils, and the celebrated folding camp cook stoves, made for the trade.

LIGHT AND DURABLE.

Orders by mail promptly filled. All kinds of tinware made to order.

JAS. A. STOVEL.

LOST. \$5.00 REWARD.
Lost or stolen from C. P. Straus's fence on the 19th Sept. one cream mare, three years old, with saddle and bridle on. Description of mare: cream, silver mane and tail, one hind foot white, white blaze face, slightly pig-toned. The above reward will be paid for information leading to her recovery at Brown's livery stable, Edmonton, or at the Belmont Farm, by James Price. 94-69

The Railroad

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PURE BRED
Shropshire Rams.

A number of Pedigreed Shropshire Rams for sale. A few ewes of the best breeding will also be sold cheap in order to reduce the flock. Price, delivered by express at any station in the North-West, quoted upon application. We have a few Thoroughbred Brahms and Plymouth Rock Cockerels on hand, to be disposed of at low prices to make room for breeding stock. Address:

THE MANAGER OF CRAIGHURST FARM,
Box 132, Calgary, Alberta.

COAL! COAL!
Of first class quality \$2.50 per ton delivered. Cash on delivery, no exceptions.
J. MILNER.

Also a Fine Line of

New Fall Blouses

Men's Good Winter Suits from \$5.00 to \$10.00 per suit.

We buy and sell for cash. One price only.

All goods guaranteed as represented. Store full and stock complete.

J. H. Morris & Co'y

THE LEADING GROCERS..

FOR SALE AT BARGAINS..

THE TWO COTTAGES on Lot 52, R. L. 6, on west side of McDougall St., directly opposite residence of D. W. Macdonald. VERY LOW PRICES ARE ASKED. One or both can be bought.

FOR SALE OR TO LET..

TAYLOR BLOCK—STORE AND CELLAR. Stairway will be removed and store let as a double entrance store, 20ft. by 60ft. OR IT WILL BE DIVIDED INTO TWO SINGLE STORES, with stairs removed.

WAREHOUSE, 50 x 40ft. at rear, will be leased for grain or with the store. Apply to

H. C. TAYLOR, Barrister,
OWNER'S AGENT.

EDMONTON BULLETIN.
(Semi-Weekly.)
Printed Monday and Thursday evenings.
Subscription \$2 a year, in advance.
Transient advertisements: Five lines and under,
three insertions and under \$1, or 10 cents a line for
one insertion and 5 cents a line each week or part of week
after.
Standing advertisements—50 cts a line for 5 months.
FRANK OLIVER, — PROPRIETOR.
EDMONTON BULLETIN, SEPTEMBER 20th, 1897

THE EDMONTON RAILWAY.

A long interview with W. Pugsley on the subject of his recent acquirement of the Edmonton district railway charter appears in the Free Press of Sept. 20th. Regarding the bridge across the Saskatchewan and the proposed railway Mr. Pugsley said:

"Edmonton has shown great interest and determination in that matter, and has voted to contribute \$25,000 for a bridge, to be utilized both as a traffic and railway bridge. While in Edmonton, on behalf of gentlemen with whom I am associated, I made arrangements with the town council and directors of the railway company looking towards the construction of a railway from the present terminus, across the Saskatchewan river and extending in a north-westerly direction to the Athabasca river, in the vicinity of Assiniboine. If, as I have good reason to believe, arrangements are made for completion of this road, the company will put steamers on the Athabasca and Mackenzie rivers, for the purpose of carrying freight and passengers to the Klondike. The intention of the parties interested is to apply to parliament for power to build to the headwaters of Pelly river, but in the meantime advantage will be taken of the navigable waters. This will be a comparatively easy and cheap means of getting supplies to the Yukon pending the completion of a direct line of railway to the Pelly river."

"What is your opinion as to the feasibility of the route?"

"While in Edmonton I made inquiries from persons familiar with the route, and in every way competent to speak as to its practicability, and I came away thoroughly satisfied that the route is entirely feasible. There can be no question as to the enormous advantage that would accrue to Canada by the opening of this route. Besides I learned from persons that there is a good ranching and farming district extending for at least 500 miles northwest of Edmonton, and almost to the head waters of the Pelly river, which, as you know, is an important branch of the Yukon, and is navigable for small vessels. By the opening of the proposed route, would be afforded to the farmers and cattle raisers of the Northwest a market for their products, which would lead to rapid settlement of the country, and the miners would be able to get beef, flour and other agricultural products more cheaply than by any other route. The arguments in favor of this passage to the Yukon are so strong, from every standpoint, that I apprehend no difficulty in inducing the government to co-operate in opening up the route."

"The opening of this route," continued Hon. Mr. Pugsley, "has a great deal to recommend it apart from the discovery of gold on the Yukon and the Klondike, because the railway, at the crossing of the Athabasca and Peace rivers would connect with probably 3,000 miles of navigable waters, and the headwaters of the Athabasca and Peace rivers, with their tributaries, are known to be rich in gold deposits. I saw a man at Edmonton who formed one of a party of five who in six and a half days took \$4,000 from one of the bars on the Peace river. Then the Mackenzie river district is rich in resources; it has coal, tar, salt, and every prospect of extensive petroleum beds. The fur trade of the district is in itself of great extent. It is not generally known, but a fact nevertheless, that Edmonton is the largest market for raw furs in America, the annual sales amounting to \$300,000, outside of the business done by the Hudson's Bay company, which is also very large. This trade is increasing, as Edmonton merchants now supply Indian hunters with food, so that they are now able to devote their entire time to procuring fur-bearing animals, instead of having to devote a portion to looking for food. Another feature is that at the mouth of the Mackenzie river, in the Arctic sea, there is probably the most valuable whale business being carried on by citizens of the United States largely within Canadian territory. In connection with this business as a consequence, quantities of flour and other goods are brought into the territory without paying duty, which is a matter that should receive attention of the government; and this business is one line of trade open to our people in the far north."

"Does the climate offer any serious obstacle?"

"No. I do not think the winter is nearly as severe in the Mackenzie river valley as is generally supposed. While in Edmonton I had a conversation with a gentleman who spent a winter at Ft. Wrigley, 700 miles north of Edmonton, who told me that he passed the winter pleasantly and that the cold was not much more intense than that experienced here in winter, which, as you know, is not so very objectionable. Another gentleman, who had passed a considerable period

at Fort St. John, 350 miles north-west of Edmonton, told me the climate there was no more severe than at Edmonton; in fact, the climate is very much milder than one would suppose."

Speaking of Edmonton, Hon. Mr. Pugsley said he had formed a very high opinion as to its future prospects. The townsite was a very beautiful one, with a splendid farming district surrounding, and with the development of the country is sure to become a place of considerable importance. In addition to other advantages Edmonton has an abundant supply of coal, which can be mined at a ridiculously low figure. Coal is delivered in the town at prices ranging from \$1.50 to \$2 per ton, while at Sturgeon river, a few miles from the town, to those who preferred to send their own teams, coal is supplied at 75 cents per ton. "When the St. Andrew's rapids are improved," added Hon. Mr. Pugsley, "and when vessels can come direct, it would seem entirely feasible to supply the city with coal from the banks of the Saskatchewan. Altogether I return home with the utmost confidence in the future prosperity and greatness of Northwest Canada."

THE LIARD RIVER.

P. C. Pambrun, of Battleford, has a lengthy and most interesting communication in the Battleford Herald, of Sept. 10th, on the Liard river route to the Yukon. Mr. Pambrun was in charge of the H. B. Co's post at Pelly banks for five years, about 1849, and is quite familiar with the Liard river country.

Mr. Pambrun says of the country between the Peace and Liard rivers and along the latter: "There is nothing impracticable in the nature of the country. No high mountains, and the ranges of the Rockies are of no high elevation even at Fort Halkett, of which I should say the highest peak is not above 2,000 feet high and in no way rugged. Paths or roads can easily be made through them. The general face of the country is level; the forests are in some places pretty dense, but generally very little cutting would be required to penetrate them. Some large rivers would have to be crossed, but the banks on either side are easy of access. The Rocky Mountains cross the Liard river at Fort Halkett, where the distance on either side is only about 50 miles, the country below to the eastward and above to the westward being level and as similar to the country around Battleford as possible, with some small ranges of hills."

The divide between Frances lake on the Liard and Pelly banks on the Pelly is of level character and the elevation, in my opinion, does not exceed five hundred feet and is composed of forests, with no rocky hills. Finlayson lake on the divide is about 12 or 15 miles long, from whence a small stream runs east to Frances lake and west to Pelly river. The distance on this divide is only about sixty miles and most feasible for a trail or railway."

The climate and temperature all through the country mentioned is about what it is on the Saskatchewan. At Fort de Liard I have eaten of bread the produce of wheat grown there, and at Fort Halkett raised all the vegetables required for use, such as barley, potatoes, turnips, carrots, etc., but never tried pumpkins or cucumbers, and I had domestic animals, cattle, etc., for use.

But on the Pelly the temperature is quite different. Out there I took up a little barley and potatoes with me, which were planted late in May. Barley reached about one foot in height but did not head. Potatoes came up but were frozen too early. What did come up had, on digging, a few bullets around the seed. Frost nearly every night in June, although cranberries were numerous and made good jam. In February 1848 I experienced the greatest cold, the thermometer registering two successive mornings sixty degrees below zero and for two weeks never rising above forty-five degrees below. The rest of the seasons while out there were moderate.

Placing the distance from Edmonton to Pelly banks at 900 and odd miles it will not be out of the way for a party in one season to get through. As I have already observed, nearly all the country is of a level—so to speak—excepting about fifty miles in the vicinity of the Liard river, but the impediments are easy of surmounting.

If the road goes to Pelly banks there is plenty of timber at hand and there is only one break in the river by a rapid to cause a little trouble, the rest of the river to Fort Selkirk and even to the mouth of the Yukon being without a break.

I have crossed the country from Fort Liard to Fort Halkett in summer with only a young Chipewyan, 16 years of age, and had no difficulties to surmount, a distance of say 250 miles; all plain sailing through timber, open glades, and over the Reindeer Hills, which made the travelling pleasant as we had it all open and splendid views all around with sights of herds of reindeer occasionally.

All my overland journeys in summer have been on the north side of the Liard river, but in all the different portions thus travelled not the

least difficulty would have been met with if I had horses or cattle to assist in transport.

Nearly all the principal streams that enter the Liard are from the south side and many of them are large.

I am under the firm conviction that not much difficulty would be experienced in driving horses and cattle through by the route I have recommended that is by Fort St. John and the Liard river.

I left Pelly banks in company with Mr. Stewart and John Reed on snowshoes early in May, 1849; crossed the divide and threw away our snowshoes at Frances lake; took our dunnage and a little grub on our backs, and travelled on the east side of the Liard till we reached the Bell river, where free water and spring had already opened. Formed a raft and floated down stream till we reached the Barriere; made a canoe of pine bark in which we travelled say 100 miles to Cranberry portage; from here to below the Brule—25 miles overland; another raft to reach Fort Halkett—18 miles. Here Mr. Pruden, who was in charge, joined us; floated down to Devil's portage in two pine bark canoes—25 miles; threw away our canoes here and overland again to Hell gate (entrance of the canyon among the Rockies)—30 miles; manufactured two more canoes here of pine bark and arrived all right at Fort de Liard; thence good navigation all the way to Fort Simpson. You will thus notice that in the whole extent of the Liard river from the entrance into the Mackenzie to its headwaters, Frances lake—say 800 miles—it has not many obstructions, the principal breaks being at Devil's, Brule, Mountain and Cranberry portages. Say these portages consume 60 miles of the river, you still have 700 and odd miles of free water route to employ for the advantage of any party going that way.

THAT EDMONTON ROUTE.

Vancouver World: Two young Englishmen, who have travelled for three years over the Yukon district, are warning would-be Klondikers against the Edmonton route. One said: "I don't believe a man could reach the Yukon diggings in a year, no, not in 18 months, going via Edmonton route. About the last stage of the Edmonton trip would be down the Porcupine river. At the end of the Porcupine trip the traveller would then have to go back up stream between three and four hundred miles, with a six-mile current against him all the way, to reach the gold district. Besides, he would encounter almost impassable swamps and rapids, and if they ever got through at all would have the toughest kind of a time. The Edmonton route will be all right when they build a railroad over it, concluded the gentleman with a laugh, but I imagine it will be some time before that is built. Meantime, I would advise people who have any thoughts of it not to risk the hazardous trip via Edmonton."

[NOTE—No doubt the young Englishmen are well paid for the advice they are giving, by parties interested in the coast routes.]

TO THE YUKON.

Free Press Ottawa dispatch Sept. 24: The minister of the interior leaves to-morrow afternoon for Dyea, at the head of the Klondike expedition, led by Major Walsh. The party going to Dyea will consist of the following: Hon. Mr. Sifton, Major Walsh, Justice Maguire, A. J. Magurn, Fred Wade, registrar and clerk of the peace; A. P. Collier, private secretary to the minister; H. A. Bliss, accountant in the territory; Jas. McGregor and Mr. Norwood, mine inspectors; Mr. Patullo, of Woodstock, of Major Walsh's office staff; and J. Carruthers, of Edinburgh, Scotland, who although not of the Yukon party, will go with them. He secured this privilege through the friendship of Lord Strathcona.

G. H. L. Bossange

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& STATIONER

Office and School Supplies,
Novels Pipes Cards

Viols, Accordeons,
Hamocks, Croquet, Foot Balls

Children's Wagons.

GO TO..

MRS. BUSH

For the latest in Millinery, Ladies' Blouses, Ready-made Wrappers and Children's Wear.

TO OVERSEERS

Of Statute Labor Districts.

THE BULLETIN has now on hand a stock of Notices re Statute Labor Assessment.

Walker's Dry Goods Emporium.

: Dry Goods :

New Fall and Winter Goods arriving by every train.

A LARGE ASSORTMENT OF

Ladies' Felt Hats

Just placed in stock and going rapidly. Secure your choice before they all go.

Boots & Shoes

Our stock in this line is now complete and well worthy of your closest inspection.

W. JOHNSTONE WALKER.

... THE MANCHESTER HOUSE.

.. Klondyke ..

Stewart, Pelly and Liard Rivers is where fortunes are being found.

EDMONTON

Is the shortest and best route to the Gold Fields, and

LARUE & PICARD'S

Is the place for intending miners to buy their necessary

- - Outfits - -

Valuable information furnished free in reference to Routes, Guides, etc., by the firm, who have a branch store at Slave Lake. Come and see us.

LaRUE & PICARD.

SENSATION IN ...

Clothing Prices

Owing to circumstances we were enabled to purchase a big lot of Clothing below the average price which we are going to sell cheap.

Men's Blue Serge and Tweed Suits for	\$5 00
Men's Blue Serge, Heavy	7 50
Men's Heavy Tweed Suits for winter wear,	6 50
Men's Heavy Tweed Suits, double breasted,	7 50
Men's Heavy Tweed Suits, double breasted,	8 50
Men's Heavy Tweed Suits, double breasted,	10 00
Men's Irish Serge Suits, double breasted,	10 00
Boys' 2-piece Suits, Blue Serge,	1 75
Boys' 2-piece Suits, Blue Serge,	2 50
Boys' 2-piece Suits, Blue Serge,	3 00
Boys' 2-piece Tweed Suits,	2 50
Boys' 2-piece Tweed Suits,	3 00
Boys' 2-piece Tweed Suits,	3 50
Boys' 3-piece Serge Suits,	3 50
Boys' 3-piece Serge Suits,	4 50
Boys' 3-piece Tweed Suits, long or short pants,	3 50
Boys' 3-piece Tweed Suits, long or short pants,	4 50
Boys' 3-piece Tweed Suits, long or short pants,	5 00
Boys' 3-piece Tweed Suits, long or short pants,	6 00
Youths' Serge Suits,	5 00
Youths' Tweed Suits,	5 00
Youths' Tweed Suits,	6 00
Youths' Tweed Suits,	7 50
Youths' Tweed Suits,	8 00

We want every man and boy in the country to benefit by our transaction. Come and see us. It will pay you.

We also sell Underwear, Fur Caps, Mitts, Fur Coats, Boots & Shoes, Moccasins, and everything a man needs to wear.

Yours for the Clothing business,

W. T. HENRY & Co.

.. Men's Complete Outfitters, Edmonton ..

Prudent People Protect their Property by insuring in the

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FIRE INSURANCE COY.

W. J. RICHARDSON

LOCAL AGENT, EDMONTON.

Edmonton Planing Mills.

Cedar Sash and Doors, Mouldings, Casings, etc. Window and Door Frames made to order. Also all kinds of Turned Work.

Kananaskis Line for sale. A dividend to arrive next week.

K. A. McLEOD, Proprietor. Mill and office, corner Namayo Avenue P.O. Box 175

JUST ARRIVED ...

A beautiful assortment of Ladies' Hats and Bonnets in all the latest styles and shapes. Also a profusion of Flowers, Ribbons and Hat Trimmings of every description. The trimming of Hats and Bonnets a specialty. Call at my Millinery apartments, "The Alberta House," Fort Saskatchewan. Terms Strictly Cash.

MRS. F. M. KEEGAN.

A Special - -

- - Yukon Line

of goods has just arrived at Sigler & Cristall's, such as Heavy Pea Jackets, and Pants, Heavy Underwear, Socks, Overalls, Smocks, etc.

Call in and see us.

No trouble to show goods.

Sigler & Cristall

.. : CHEAPSIDE .. :

Next to Macdonald's Drug Store.

NOTICE.

Advertisers wishing their advertisements changed will please hand in copy the day previous to the day of publication.

EDWARD G. DAWSON, B. C. K. SEAMSTER AND MILLING ESTABLISHMENT, The Very reasonable charges. Mail Correspondence strictly attended to. OFFICE, SOUTH EDMONTON

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Tombstones and Monuments OF ANY DESCRIPTION. JAS. McDONALD, AGENT EDMONTON, ALTA.

D. R. FRASER'S

LUMBER
& FLOUR

Mills.

FLOUR AT A GREAT REDUCTION.

A large and assorted stock of Dry Lumber on hand which has been lately augmented by the purchase of Fraser & McKernan's stock.

British Columbia Fir and Cedar Lumber, Shingles, Lath, Mouldings and Casings, Doors and Windows.

Marshall's Teas.

A new supply just to hand in Ceylon, India, Congou, Japan, Young Hyson, Gunpowder, etc., etc., of choice quality and at the usual low prices.

BECKETT & CO. .. AGENTS ..

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H. ASTLEY,

GROCER & TEA DEALER

For the Best Tea
For the Best Coffee
For the Best Butter
For the Best Sugar
For the Best Flour
For the Best Bran & Shorts
For the Best Graham Flour
For the Best Rolled Oats
For the Best Potatoes.

Flour at Reduced Prices.

H. ASTLEY,

Grocer and Tea Dealer, Edmonton

RELIEF FOR THE YUKON

MUST GO OVERLAND VIA EDMONTON.

MR. EDITOR: Now that it is known for certain that starvation will exist in the Yukon, steps should be taken immediately, by the government, to send in provisions and extra blankets and clothing, and this can only be done via Edmonton's overland route—and in following manner—make Lake Francis the basis of supplies, and send in word via the monthly dog mail service from the coast to Dawson city, that provisions, &c., will be forwarded to Lake Francis, which are for sale, but only in small lots; and have some policemen who knows the most of the miners by sight, to see that the same man does not get served twice, and thus get ahead of others, who have received none. No doubt the expense and hardships will be serious to get these supplies from Edmonton to Lake Francis. Perhaps the supplies could be forwarded even closer to the Yukon, but in the meantime it is better to get them to the lake, so as to make sure of being within a reasonable distance for dog trains to come out and get them.

How are the supplies to be got to Lake Francis from Edmonton? The answer is: Via route of Fort Assiniboine, Lesser Slave lake, Peace river landing, Liard river and on to Francis lake, using nothing but Indian ponies (which are always accustomed to pawing their own grub all through the most severe winters) and the ordinary jumpers, which will carry from 500 to 600 pounds each. The distance from Edmonton to Lake Francis is just about the same as from Edmonton to Winnipeg, and the climate all the way if anything milder and better and no more snow. Of course quite a number of the jumpers will have to be loaded with nothing but oats and baled hay so as to feed the ponies where actually necessary, as this undertaking must be no fool's errand. The whole outfit of freighters must be under the orders, and obey them, of one competent head who will have to have assistants to see that everything is done as directed. Each freighter must carry a good axe so as to use it where necessary. On arriving at Lake Francis, the whole of the provisions, &c., should be handed over to the N. W. M. police for sale and distribution on the government's account. The whole undertaking is quite a heavy one, but can be carried through if properly organized, without delay, so that it can get under way the first sleighing we have and the rivers and wet places frozen over. It will require about 1,500 jumpers, so as to include fodder and provisions for the return journey of the freighters and possibly that of many disgusted Yukonites. The Hudson's Bay Company would of course be the best firm to undertake the thing, but there are other good enterprising firms who no doubt can be got in the Edmonton district to undertake it in company with one another, if the government act in a business like way and not hamper them with official red tapism.

Owing to their being no road (but one can easily be opened) for a large part of the way, the writer thinks it would take at least three months traveling to reach Lake Francis, so that there is no time for delay or hesitation, and the government must come to the rescue of the unfortunate people whose lives are now in jeopardy, possibly through their own foolishness, and perhaps not so. Dog trains from the coast cannot possibly run in sufficient supplies, even if they had thousands of them to do so, and Edmonton is the only natural supply point from which relief can be obtained.

The conundrum now is: Are these people to be allowed to die, or will relief be sent them over the only feasible route that large quantities of supplies can be rushed all through the winter and spring?

F. FRASER TIMS, M. L. A.
Fort Saskatchewan,
15th Sept. '97.

B. C. MINES.

Dr. Dawson, director of the Dominion geological department says: "The entire range, or ranges of mountains, which extend more or less continuously from the extreme end of South America to the Arctic region are rich in minerals. Take the case of British Columbia as an example. About forty years ago gold was discovered on the Fraser river, and soon after at Cariboo, which for its area, was the banner placer mining district of the world until the recent Klondike discoveries appear to have thrown previous placer mines into the shade. After Cariboo came Kootenay and the Big Bend of the Columbia, in 1866; then the discoveries in 1871 in the Omineca country, which promised to yield very richly, but from which nearly all the miners were drawn away in 1873 by discoveries further north in the Cassiar country of still richer placer mines. In all these instances the trend of the discoveries has been northwest or north-northwest, in a belt which runs practically from the southern boundary of British Columbia to the Yukon, and lies between the Rocky mountains proper and the coast ranges of British Columbia. In the Kootenay Cariboo and Cassiar districts placer mining has been followed in a greater or lesser degree by the discovery of quartz veins, almost in exact proportion to the facility of access; and that these have not been worked extensively particularly in

Cariboo, is due to the difficulty of getting machinery into the country, and not to any lack of ore. There are untold mines of wealth in the Kootenay Cariboo and Cassiar districts yet; but it will take time, labor and capital to develop them."

FORT SASKATCHEWAN.

The mill here was shut down from the 13th to the 20th, for the purpose of repairing the smoke stack and deepening the well. It has been running again since the 26th, but is now shut down again in order to get the elevator machinery set up. The elevator is now finished and ready for the machinery which is at the station. The capacity of the elevator is about 30,000 bushels so that the milling company can now store about 38,000 bushels altogether.

J. E. Graham has been working the grader on the race track for the last few days, and Mr. Millette is erecting the judge's stand. The track will be in very fair shape by the 13th of Oct. next, although of course, it will be a little heavy for the first year. If the association put a little work on it every year we will have a splendid track here in time.

R. H. Calvert has started a blacksmith business in town and is working in temporary premises at the back of Shera & Co's store. He has bought a log building and lot from L. Adamson and will move shortly.

G. T. Montgomery has returned from the hay camp.

The aggregates were omitted from the report of the fall shooting matches here: 1st class aggregate—Const. McLellan 1st, silver medal; Const. Ferguson, 2nd, \$4; W. G. Ross 3rd, \$3; Staff-Sergt. Brooke 4th, \$2. 2nd class aggregate—Const. Clarke 1st, \$4; Sergt. Rudd 2nd, \$3; Rev. G. d'Easum 3rd, \$2. Fort Saskatchewan would like to have a team match with Edmonton this fall if it could be arranged before it is too late.


Coel has been found on J. Mewhort's farm about 1½ miles up the river. The seam is said to be four feet thick. Mr. Mewhort has arranged to have it mined this winter.

F. W. Klippel's concentrating machinery is being set up on what is known as Point-aux-pins bar, about four miles from here by trail or two and a half miles by river.

MARKET REPORT.	
Eggs, per dozen	12½c
Butter, fresh	15c
New potatoes, per bush.	25c
Oats	30c
Beef, live, per lb.	2½c and 3c
Beef, dressed	4c and 5c
Hogs, live	3c and 3½c
Hogs, dressed	4½c and 5c
Mutton, live	2½c and 3c
Mutton, dressed	5c and 5½c
Hay	\$3.00 and \$4.00

J. WALTER,
Upper Ferry Crossing.
For Buckboards, Wagons, Buggies and Carriage of first quality.
Horse-Shoeing and repairing done promptly.
Mining Dredges, Grizzlies, Boats and full Mining Outfits.
TERMS, CASH.

E. RAYMER



Will keep the very best stock of Watches, Clocks, Jewellery and Silverware possible for 1897. Also will be in position to do the best work in the repairing department.

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I handle everything that can be bought or sold . . .
REAL ESTATE A SPECIALTY.
GEO. W. GAIRDNER,
EDMONTON, ALBERTA.

The Alberta House

PORT SASKATCHEWAN.

Headquarters for Choice Groceries and Provisions, Fruits, Confectionery, Etc., at rock bottom prices.
The celebrated Ram Lard and Blue Ribbon Teas always in stock.
Oats, Potatoes, Butter and Eggs taken in trade.

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M. M'CAULEY,
Cartage, - Livery,
FEED AND SALE STABLES.
First class Rigs. Good Drivers
All kinds transient teaming promptly attended to.
Contracts made for delivery of Stone. The best Building Sand in town for sale.
M. M'CAULEY, Proprietor.

The Yukon Edition of the Edmonton Bulletin for sale at 5 cents per copy.

Hudson's Bay Company

(INCORPORATED 1870)

The shortest, cheapest and safest route to the

Yukon Gold Fields

Has been clearly defined and EDMONTON
Is its starting point. Parties can be furnished with all the necessary supplies on the shortest notice at the closest prices. We have on hand the largest and most complete stock of Groceries here and are prepared to fill any order, no matter how large, with the most reliable goods at the lowest prices.

Quotations and any other information cheerfully supplied, verbally or by letter.

Some reasons why you should outfit with us:

We have had a large experience in the country, and this we place at your service.

We handle only the best and most reliable goods. We import them under the most favorable conditions, and being the largest buyers we secure the best prices, of which we give our customers the benefit.

Miners' Furnishings

We have on hand a full range of Clothing, Blankets, Boots, etc. which from long experience has been found most suitable to the climate, the quality of which we guarantee, and the prices will be found to compare favorably with other and inferior goods.

H. B. Blankets, Heavy Tweed Clothing, Woollen Underwear Drill Jackets and Overalls, Heavy Wool Shirts Rubber Boots, Gloves and Mitts Fur and Cloth Caps

New goods especially adapted to this trade constantly arriving.
Before purchasing elsewhere call and inspect our goods and obtain prices from
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CHOICE OF SIX ROUTES TO MONTREAL, TORONTO, NEW YORK and all Eastern points.

Lake route to the east. Sailings from Fort William.
Alberta every Tuesday.
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Connecting trains from Winnipeg at 12.40 Monday, Wednesday and Saturday.

To China and Japan from Vancouver:
Empress of India, (Oct. 12)
Empress of India, Nov. 14

To Honolulu, Australia, New Zealand, via the Can. Aus. Line from Vancouver:
Mowara, Oct. 18
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If you are looking for a place to spend the winter, Japan and the Hawaiian Islands are reached as easy as other points and the expense is less than other resorts.

For further information write or apply to J. GREGG, Agent, Edmonton

Fort Saskatchewan MILLING COMPANY.

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"Alberta Patent"
"Alberta Strong Bakers"
"Our Daily Bread"
"X X"

Wholesale Orders a Specialty.
Traders would do well to enquire for prices before purchasing elsewhere. Once used always used. More bread to the sack than any other Flour manufactured in Alberta.

FORT SASKATCHEWAN AND STURGEON MILLS.
Post Office—Fort Saskatchewan.

Merchants and Traders supplied from the Wholesale Depot at Edmonton. All brands in stock.

W. S. ROBERTSON, Agent.

NOTICE.
We understand that flour has been offered for sale in unbranded sacks, and represented as the product of our mill, and we wish to warn the public that we will be responsible for neither the quantity or quality of any flour claimed to be our product unless in sacks branded with our trade mark.

LUMBER FOR SALE

AT STURGEON MILL.
All kinds of lumber for sale. Best lumber a specialty. Call or write for prices.

NOTICE!

Any parties owing any accounts to us are requested to pay the same to Mrs. Howey, who will give receipts for same.
Feb 9 W. R. HOWEY.

LAND TITLES ACT 1894.

CANADA PERMANENT LOAN & SAVINGS COMPANY VS. SHAND.

NOTICE!

Notice is hereby given, pursuant to the order of the Honorable Mr. Justice Rouleau made herein on the 13th day of September, A. D. 1897, that the following lands and premises are offered for sale, viz.: The south-east quarter of Section 19, Township 24, Range 24, west of the Fourth Meridian, in the District of Alberta, in the North-West Territories of Canada.
And take further notice that Monday, the 8th day of November, 1897, is the date fixed by said order upon or after which the mortgages may make application for and obtain an absolute order for foreclosure of all the estate, right, title, interest and equity of redemption of the said lands, and to the said lands and premises, pursuant to the provisions of the said Land Titles Act, 1894.
Dated at Edmonton this 16th day of September, A. D. 1897.

BECK & EMERY,
Advocates for the Canada Permanent Loan & Savings Co.
the Mortgagees.

IMPERIAL BANK OF CANADA.

HEAD OFFICE, TORONTO, ONT.
Capital Paid Up, . . . \$1,968,000.00
Reserve, \$1,156,800.00

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D. R. Wilkie, General Manager. E. Hay, Inspector.

BRANCHES IN THE NORTHWEST AND BRITISH COLUMBIA.
Winnipeg, Man. C. E. Hoare, Manager.
Brandon, Man. N. G. Leslie, "
Portage la Prairie, Man. W. Bell, "
Calgary, Alta. H. Morris, "
Prince Albert, Sask. H. Davidson, "
Edmonton, Alta. G. R. F. Kirkpatrick, Mgr.
Revelstoke, B. C. A. R. R. Dean, "
Vancouver, B. C. A. Jukes, "

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Essex, Ont. Fergus, Ont. Niagara Falls, Ont.
Galt, Ont. Ingersoll, Ont. Port Colborne, Ont.
Rat Portage, Ont. St. Catharines, Ont. St. Thomas, Ont.
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Toronto Branches—Cor. Wellington St. & Leader Lane
Cor. Yonge and Queen Sts.
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AGENTS IN GREAT BRITAIN—Lloyd's Bank, Ltd., 72 Lombard St., London, with whom money may be deposited & transferred by letter or cable to any of the above branches.

AGENTS IN UNITED STATES—New York, Bank of Montreal and Bank of America (St. Buffalo, Bank of Buffalo, Chicago, First National Bank, St. Paul, Second National Bank, Boston, National Bank of the Commonwealth, Detroit, Detroit National Bank, Duluth, First National Bank, Minneapolis, Northwestern National Bank, Philadelphia, Farmers' and Merchants' National Bank, San Francisco, Wells, Fargo & Co's Bank.

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DRAFTS SOLD, available at all points in Canada, United States and Europe.

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G. R. F. KIRKPATRICK, Manager

